

MEMPHIS APPEAL

TUESDAY MORNING, DEC. 16, 1873.

MIXING OIL AND WATER.

The problem of mixing such heterogeneous elements as the Irish and negroes into a harmonious congeniality, is as difficult as that of mixing oil and water. There is an instinctive antagonism between the two races which precludes the possibility of their being dovetailed into a pyramid of mosaic. When the radicals met a week ago, and nominated an Irishman for mayor, they argued for what reason, they flattered themselves into the belief that they had trimmed up a nosegay in which the white race of New York, and the red race of Lancaster, bloomed most fragrantly together. The negroes, rushing into each other's arms with a frantic, headlong abandon, and were as loving as cooing doves. John Loague and Ed. Shaw were found cheek by jowl, smiling as lovingly at each other as if they were "two souls with but a single thought, two hearts that beat as one." In their desire for office, the Irish office-seekers were found clinging to the negroes, upon whose backs they expect to ride into power, and everything seemed voluptuous, lovely and charming. But the truth has been broken. The rejoicing and incompatible elements won't mix, and now we hear of jarring, clashing, quarreling, and shouting. Shaw's negro supporters propose to sell out Loague, and Loague's Irish supporters laugh at the idea of supporting Shaw. The negroes cease the Irish, and the Irish cease the negroes. Even if the two races should remain true to the hollow truce they have made, the war of hate would continue in the division of spoils, should Loague be elected. Let the mayor of Memphis make up the fire and police departments of half negro and half Irish, and a feud will break out which will terminate in a mob equal to that of 1866. Two distinct races, so diametrically antagonistic, cannot be made to harmonize. The Irish and negro people can no more assimilate than oil and water can be mixed. If the people would prevent the collision which John Loague's election would inaugurate, they will do so, and will surely precipitate violence and bloodshed between the two races, which have hated each other with a remorseless virulence since the Memphis mob in 1866. Memphis has had calamities enough without the risk of inaugurating another. In electing Major Barby we avoid the dreadful contingency, and we secure a mayor who will be a credit to the city. All citizens who feel a pride in this metropolis and desire to see a person who will honor upon them as chief magistrate of the city, should secure their registration papers to-day and make his election doubly sure.

ANNEX.

Among the brightest prospects of the future is the restoration of political confidence between the north and south. The amnesty act which passed the house of representatives last week, and which was appropriately introduced by Mr. Maynard, of this State—a fierce loyalist who was prominently active in the adoption of the legislation which made amnesty necessary—and which will in all probability pass the senate and become a law, means much at first blush. It means the ultimate eradication of the stigma which has marred the honest and good government in the south, and of representation as a corollary of taxation. The northern people are beginning to find out that which we believe Mr. Lincoln well understood, and which we of the south knew all the time, that the restrictive and disabling legislation of the national congress, in regard to the so-called rebels, enacted in the interest of the so-called "loyalists," was as unnecessary as it was unjust. The almost universal but unreasoning feeling at the north that such legislation was proper in order to secure the fruits of the war, seemed to us as if by the "fruits" were meant the right of adventure to plunder *ad libitum* the southern States. No system of legislation was more unjust, nor ever worked greater hardship on a people, than those infamous measures known as the reconstruction laws. The war being over, the people of the south turned with much of the old affection to the government of the Union, but no sooner had they done so than that government became a cruel taskmaster, and directly or indirectly was instrumental in setting over them those swarming hordes of adventurers, who, flanked by the duped and misguided negroes, decimated the land, made it red with blood, the abode of lawlessness, and robbed, outraged and limited its people. Yet that people, though goaded even to desperation, stood fast by their love of true republicanism, hoping for the coming of the better day when the light of truth would show the controlling northern people how wronged and still how faithful they had been. That light is beginning to shed abroad throughout the north, and amnesty comes as its first and most acceptable fruit. We are glad to find that this bill was introduced by Mr. Maynard. He belonged to the school of distrust of southern men, and when he asks that the grace of amnesty be extended them, it is not to be wondered at that even the sensibilities of southern loyalists no longer feel any aggression from the rebels. These gentlemen were never in any danger. They took counsel of their own fears, and are glad that at last reason and justice have triumphed, and showed them that the time had come for amnesty. The south can afford to forget the past, and thank them even for tardy justice.

VOTES FOR SALE.

Such is the announcement of a few of the ward politicians of this city; they claim to carry the free suffrages of a large number of the citizens of Memphis in their pockets, and are glad to have the power to barter them off for office for themselves. This fact was never more apparent than in the meeting at the Opera-house, which resulted in the nomination of Loague, Schaefer and Shaw. A few desperate political bosses, who have been repudiated by all the party organizations to which they have belonged, fixed up a ticket, and announced it, pledging the people whom they claimed to represent, and of whose political concerns they profess to be the keepers, to support that ticket. Winters, Loague, Billy McLean and a few others promised the seventeen hundred Irish votes if Loague was nominated. Schaefer vouched for the eight hundred German votes if Schaefer was put forward; and Shaw and Joe Lusher pledged the twenty-five hundred colored votes if Shaw was named for what master. This was the bargain. We have too much confidence in the average intelligence and honesty of voters of every class named to believe that the bargain can be consummated. We do not believe that any of these men can carry out their pledges, and deliver the goods as they have contracted to do. The Irish, Germans, and

the colored men of Memphis are not to be bargained away like dumb cattle, particularly when they see, as they must see in this case, that their action would result in their own inevitable ruin. Memphis is in a condition requiring the wisest councils to prevent its decadence. Misfortunes have fallen upon it in rapid succession, and only the best men at the helm can redeem it, and place it again upon the upward march. Major Barby is such a man, by electing him all the classes spoken of will be benefited because the city will be prosperous, and they will prosper. The election of the combination made at the Opera-house will not redound to the credit of Memphis: the voters know this. Will they then permit these self-styled conscience keepers of theirs to barter them off? Will they allow themselves to be used as instruments to compass their own ruin, that a few office-seeking buzzards may fatten upon the carcass of a dead city? We think not. We believe that the independent voters of Memphis, of all nationalities and colors, will vote for the best men, regardless of party, race, or nationality. Only those who belong to the political buzzards will vote with them.

CHEAP TRANSPORTATION.

Every man in the country is more or less interested in the subject of cheap transportation. It is an error common to unthinking minds that it is only the merchant, manufacturer, or person engaged in shipping and receiving marketable commodities, who are affected by the cost of transportation. People are wont to forget that the more the merchant has to pay for the transportation of his goods the greater will be the price which he must charge his customers. The same is true of the manufacturer, and indeed of every species of productive industry. It is the consumer, or the people, that in the end, must pay the whole bill of costs, and hence the people are all interested in the subject of freight charges. We of the south and west, where lines of transit are few, pay a monstrous bill for the cost of the transportation of everything we eat and wear not of home production. Our water lines of communication, owing to the risk and expense of navigation, and the high price of labor, charge us a heavy per centage over the original cost of the article for transporting it a great or little distance; while the freight charges of our railroads are simply enormous. Nowhere in the world, perhaps, are freight rates higher than in the south, and hardly anywhere in the Union are the people less able to bear the cost of transportation. From a paper of plus to a bolt of silk or a bale of cotton goods, we pay an extravagant profit to the merchant, who in his turn pays enormous for the cost of cheap transportation. Hence we take up the report of the committee on freight charges of the New York cheap transportation association, the advanced sheets of which are before us, with no little solicitude. This paper shows that even the State of New York, with its numerous railroads, feels the want of cheap transportation almost as keenly as we do ourselves. Corn which in Iowa is worth 20 cents per bushel, commands 60 cents in New York. Cattle which can be bought in Illinois, Missouri and Kansas at from \$10 to \$20 per head are worth at the abattoirs in New York from \$40 to \$60. The same increase occurs in the price of coal. The Ohio and West Virginia coal of the finest quality, worth \$4 per ton at the mines of the mines, brings in New York \$15 per ton; in Pennsylvania, with its three hundred miles of New York, the best anthracite coal is worth \$3 per ton, yet in New York it costs \$7 per ton. Our readers will at once see that these figures apply to our own experience touching not only these articles, but to almost everything else that we use or consume. The remedies suggested by the committee for the defects and abuses of our present system of transportation, are: First—Regulation and improvement of our present railway system by proper legislation. Second—The construction and ownership by the people of a national railway highway for the movement of freight, and, as an auxiliary, our great canals must be enlarged and their capacity increased by the application of steam as a motive power.

THE REPORT EMBODIED.

The report embodied the current objections to the method of constructing railroads without paid-up capital; the present management of railroads is credit, and the abuses of watering of stock; the delay occasioned by the operation of freight and passenger traffic over the same road bed; and the partial representation of the stockholders in the boards of directors. From these and other defects, the committee, the railroad, their combination for mutual protection and benefit, and the irresponsibility of corporations, it is claimed, result the high rates of charges for transportation. The legislation suggested in the report is a board of railway commissioners, clothed with power to establish and regulate rates for transporting freight over all railroads doing business in the State; to prescribe a system for leasing of railroads; to restrain the payment of dividends beyond a fair and just return on actual cost; to keep roads in repair; and when their transporting and terminal facilities are completed, to reduce their rates to the level of leasing, consolidation or combination of parallel lines; a law making it a penal offense for any public official to use the free pass system, and abolishing the free pass system, except in favor of regular employees. There are other laws suggested, but as these are nearly the same as those adopted in Illinois, which we have heretofore given to our readers, we need not mention them. We direct your attention to the suggestion that the government construct a national double or quadruple-track railroad exclusively for freight, to be built and operated in the interest of the whole people, and such a highway eminently commensurate to the growing commerce of the country, and as a means of counteracting the gigantic monopolies of private railway corporations. When it is remembered that there were, in 1872, 57,000 miles of railway in the country, with liabilities amounting to upward of three thousand millions of dollars, and with a revenue from gross earnings of four hundred and seventy-three millions, some larger than our public debt and revenue, and all in the hands of a few men, the necessity for some counteracting agency like that of the freight line suggested by the committee, becomes apparent. It is proposed that this road start from New York and pursue as nearly as possible a direct westerly line to some point in Ohio, from which two branches are to diverge, one to St. Louis and the other to Chicago, as the three great receiving and distributing points of the country, and forming great arteries of commerce to which other cities and sections could

build connections. The cost of this road is estimated at \$125,000,000, the interest on which at seven per cent, is \$8,400,000; and as the road would be owned by the people, this amount would be a mere bagatelle. The State of New York, in 1872, paid the railroad companies within its borders, \$90,000,000, which should be remembered in computing the cost of the proposed road. Memphis has a direct interest in the construction of this road to St. Louis. The amount of freight for the lower valley of the Mississippi, which it would accumulate at this city, would insure the construction of a double track for freight from St. Louis to Memphis, and bring the necessity for improving the navigation of the Mississippi river, prominently before the country. We have more faith in the improvement of our great water-lines as a means of bringing down the cost of transportation, than in anything else. In the matter of heavy freights, railways can never compete with water transportation, and in view of the vast territory watered by the Mississippi river and its tributaries, and the manner in which that territory has been heretofore neglected by the government, we trust that congress will not wait for the construction of this proposed road before it takes steps to improve the navigation of our western rivers. In this connection we will with pleasure the meeting, on Saturday last, of representatives and senators in Washington, called in the interest of cheap transportation, and with a view to the improvement of the Mississippi river as one of the means of securing that result. We regret to notice the absence of our immediate representative from the late meeting of members of congress touching a subject of so much importance to his constituents; but we are satisfied that when the matter comes up for discussion in the House he will be found among its advocates. Among our wants just now cheap transportation is most prominent, and as congress can do much to supply that want, every member from the south and west, at least, should advocate immediate action in the premises.

REGISTER! REGISTER!

Voters should register, or they cannot vote at the coming municipal election. Below we give the names of the registrars and their locations: First Ward—W. M. Tripp, at Main. Second Ward—C. M. Morrison, 102 Main. Third Ward—Joe Locke, 20 Main. Fourth Ward—W. M. Tripp, 102 Main. Fifth Ward—J. M. Walker, 1105 Beale. Sixth Ward—Rufus L. Holton, 102 Main. Seventh Ward—R. L. Holton, 102 Main. Eighth Ward—R. L. Holton, 102 Main. Ninth Ward—L. D. Grant, Fourth and Jackson. Tenth Ward—J. L. Sharpe, corner Seventh and Broadway.

Don't fail to register and get your papers.

If you do not you cannot vote, and you fall in the first duty of the citizen.

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